

cityscapeplanning+projects

PLANNING SUBMISSION

LEONAY GOLF CLUB - SENIORS HOUSING DEVELOPMENT

SUBMISSION TO DEPARTMENT OF PLANNING & INFRASTRUCTURE

SEPTEMBER 2012

PREPARED BY:

cityscape planning + projects

abn: 37 089 650 386

phone: 02 4739 3374

fax: 02 4739 3408

mobile: 0408 866913

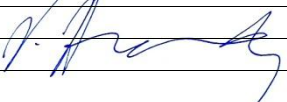
email: cityscape@cityscape.net.au

www.cityscape.net.au

post: PO Box 127

Glenbrook NSW 2773

DOCUMENT CONTROL

Version	Date	Prepared By:	Authorised
Draft 1	17 September 2012	Vince Hardy	



© cityscape planning + projects, 2012

DISCLAIMER

This report is provided to accompany a Site Compatibility Certificate Application related to the subject site and is to be used for that purpose solely and for the client exclusively. No liability is extended for any other use or to any other party. Whilst the report is derived in part from our knowledge and expertise, it is based on the conditions prevailing at the time of the Report and upon the information provided by the client.

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	THE SITE.....	3
3.0	STATUTORY PLANNING CONTEXT.....	10
4.0	STRATEGIC PLANNING CONTEXT	15
5.0	SUITABILITY OF SITE.....	23
6.0	CONCEPT PLANS.....	26
7.0	PLANNING CHECKLIST.....	29
8.0	CONCLUSION.....	46

1.0 INTRODUCTION

- Preamble
- Additional information

1.1 PREAMBLE

Cityscape Planning + Projects has been engaged by Tower Projects to prepare and submit a site compatibility certificate application pursuant to SEPP (Housing for Seniors or People with a Disability) 2004 for consideration by the Department of Planning and Infrastructure.

The report describes the site and concept proposal as well as providing a contextual and strategic justification for the development.

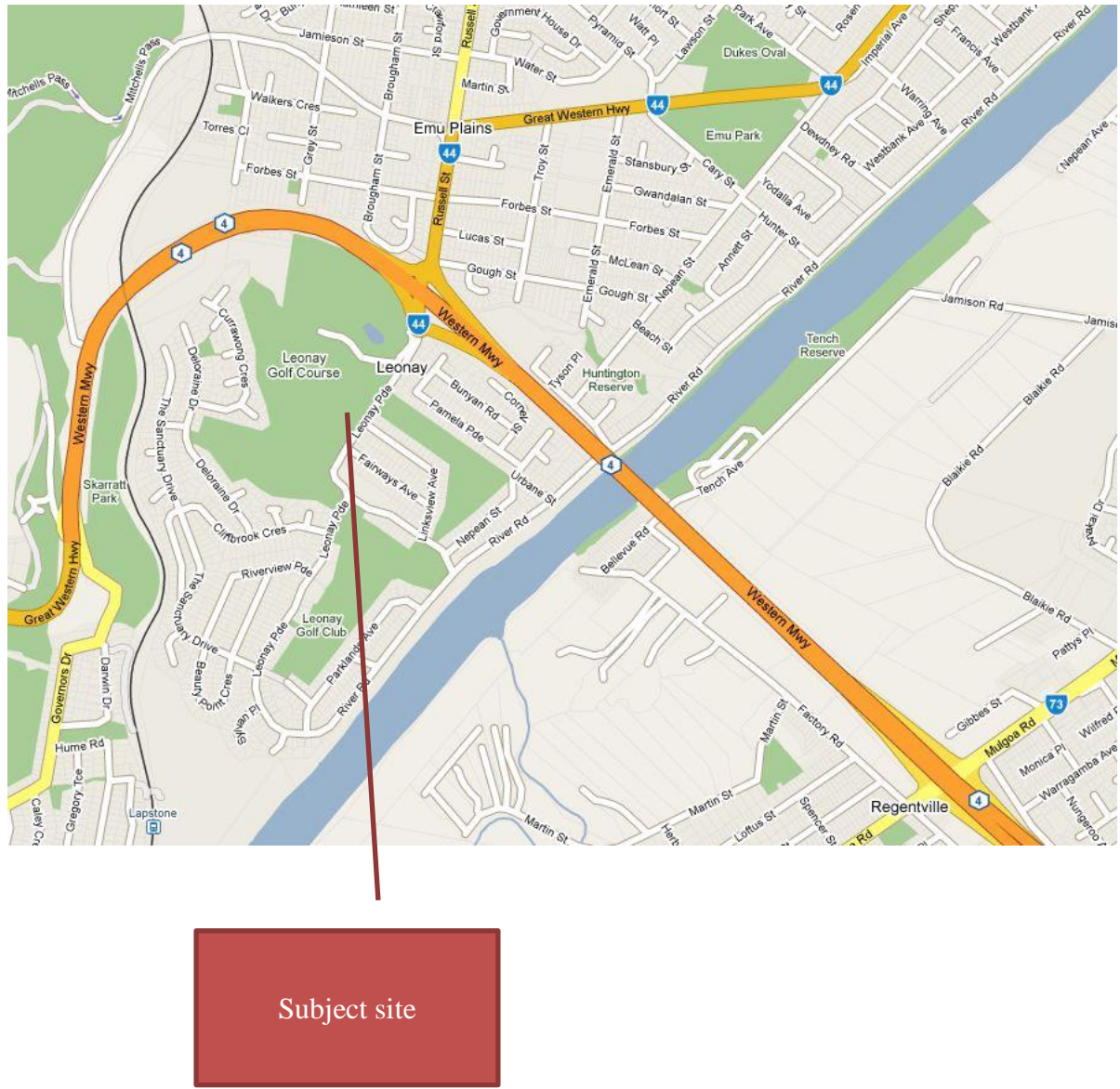
1.2 ADDITIONAL INFORMATION

The report is accompanied by an application form and relevant fee.

2.0 THE SITE

- Description of subject land
- Vegetation
- Bushfire Hazard
- Topography + Drainage
- Adjacent land use + development
- Heritage + Scenic Landscape values
- Access + Transport
- Urban services and infrastructure

Figure 1: Location of Site



2.1 DESCRIPTION OF SUBJECT LAND

The site forms part of the Leonay Golf Club and its associated Golf Course, which is a large 18 hole recreation facility located in Leonay, south west of the intersection of the M4 Motorway and Leonay Parade

Figure 1 provides an image of the sites location.

The land subject to the proposed seniors housing project is an irregular shaped parcel of land with an area of approximately 2000m² located adjacent to Leonay Parade and the 4th fairway of the golf course.

The subject land forms part of a parcel with the following broader site is comprised of numerous lots which have the following real property description:

Lot: 110 DP: 1135581

Figure 2 provides an aerial photo of the subject land and identifies the sites broader extent.

Figure 2: Approximate extent of subject land



Figure 3: DECC Map

Subject site

2.2 TOPOGRAPHY + DRAINAGE

The site forms part a gently undulating landscape that provides limited topographic relief. The site is actually very flat and will drain to Leonay Parade.

The site is also located well above the 1% AEP flood level.

2.3 VEGETATION

The site has been largely cleared of vegetation to accommodate its current use as a golf course. However, there is a copse of trees located at the northern section of the site. The location of these trees is evident at Figure 3.

This vegetation is a mix of both remnant bushland species and introduced exotic species. An examination of DECC mapping reveals that the site has been identified as accommodating limited stands of Cumberland Plain Woodlands Community. An extract of this Map is provided at Figure 4.

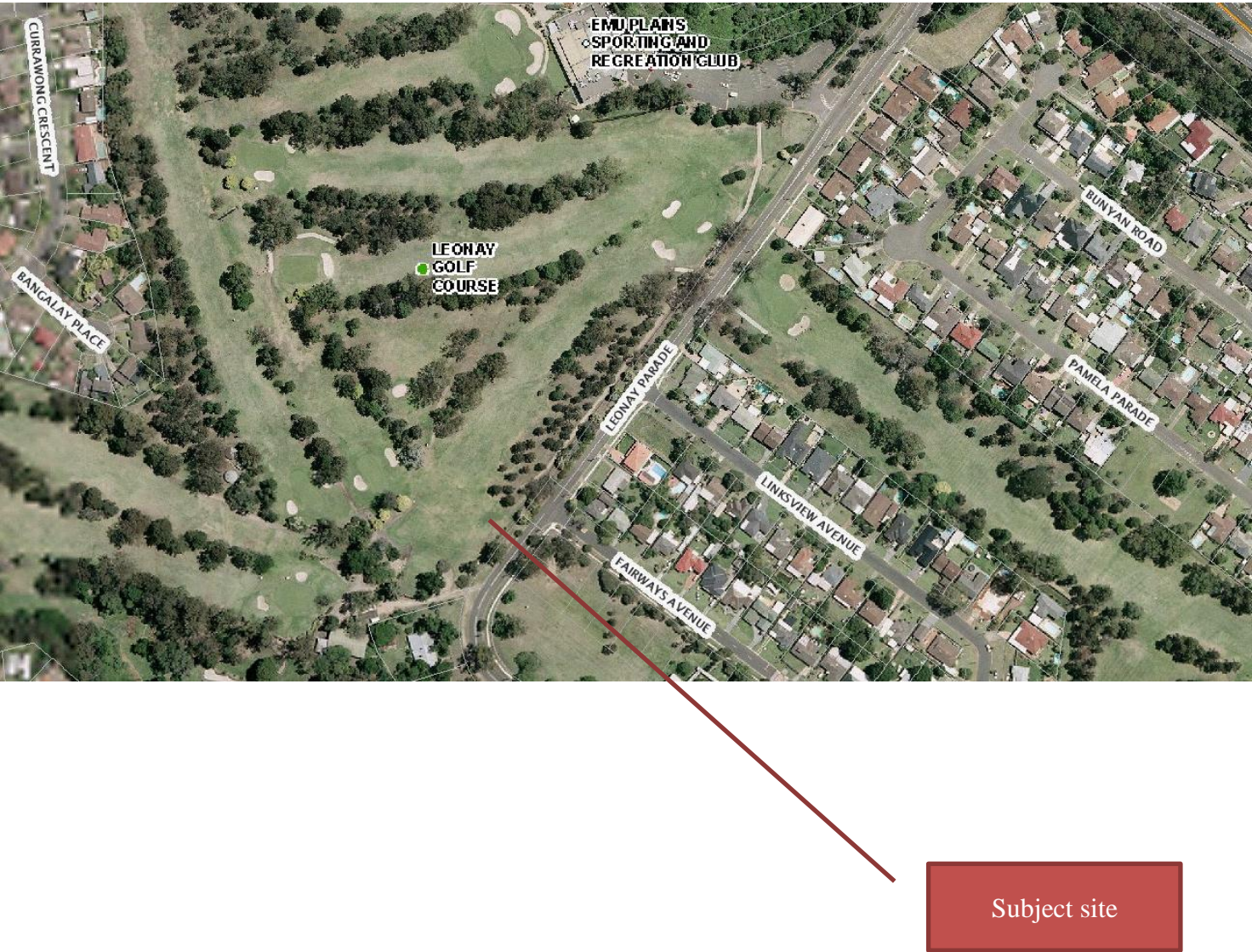
Figure 4: Bushfire Hazard Map

Subject site

2.4 BUSHFIRE HAZARD

The lack of vegetation on site and in the broader area provides limited opportunity for bushfire threat. This is confirmed by examination of Council bushfire hazard map which shows that the subject site is not categorised with any bushfire hazard.

Figure 5: Adjacent Land use



2.5 ADJACENT LAND USE + DEVELOPMENT

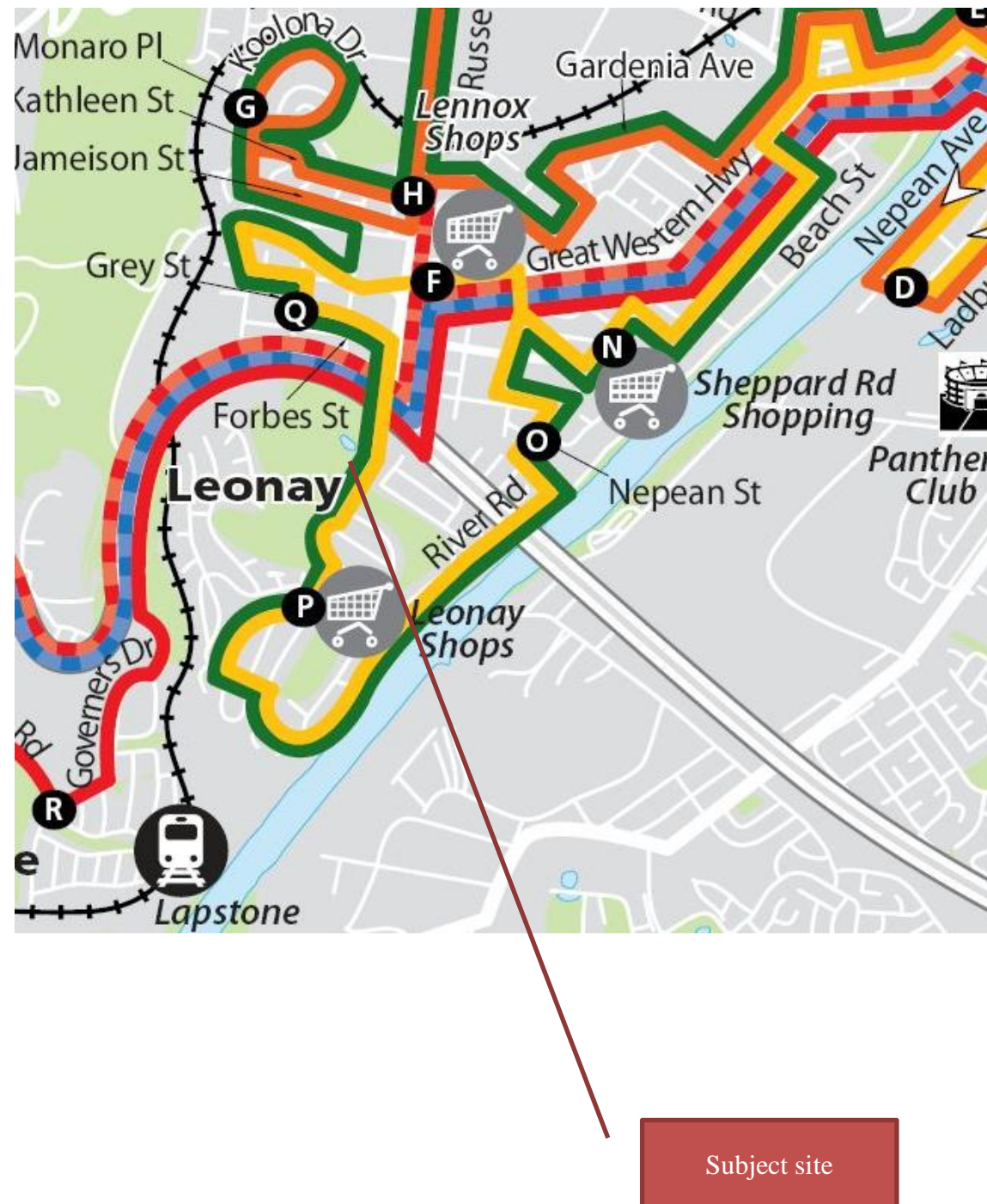
Adjacent development is represented as suburban type residential development across Leonay Parade and the golf course itself.

The extent of these land use activities is represented in the aerial photo provided at Figure 2-5.

2.6 HERITAGE + SCENIC LANDSCAPE

The subject site is not identified as having any heritage value pursuant to Council's Heritage LEP's.

However the lands to the west of the site are identified as having scenic landscape values as part of the recently exhibited Draft LEP 2008. It is expected that these values will be extended to the subject site itself as part of the future Draft LEP 2010.



2.7 ACCESS + TRANSPORT

Blue Mountains Bus currently operates two regular services, being the 688 and 689 between 6.15AM and 9-15 PM. These services operate with a 30-60 minute frequency, Monday – Friday, with additional services operating on weekend periods. The services pass directly by the site frontage and a bus stop is provided at River Rd less than 100m to the south of the site. An extract of the relevant route map is provided at Figure 6.

The local bus service is scheduled to provide direct connections with CityRail services and the bus services provides access to both Penrith Emu Plain and Penrith rail Stations.

The bus routes also provide access to and from Penrith CBD, Emu Plains Shopping Strip, Lennox Shopping Centre and the Leonay neighbourhood shops. The Leonay shops are themselves only 200m from the subject lands.

These local and regional centres provide a full range of services and facilities inclusive of:

- Shops
- Commercial services
- Community facilities
- General and specialist medical practitioner

A Bus stop is provided on Leonay Parade approximately 100m from the subject site.

2.8 URBAN SERVICES + INFRASTRUCTURE

The subject lands and adjoining urban development all enjoys access to the *Sydney Water* reticulated water and sewer networks.

In addition the site and adjacent lands are served by a full range of energy and telecommunication facilities as well as access to both regional and local road networks.

There are currently no known capacity constraints relating to those local services and infrastructure, however these will be further investigated as part of the future planning process.

3.0 STATUTORY PLANING CONTEXT

- Existing Site Zoning
- Zoning of adjacent urban land
- Seniors Living SEPP

TABLE 1: Land Use Table for relevant Zones

Zone No 6 (c) Private Recreation	
(a) Objectives of the zone	
To provide and maintain land for a variety of recreational and community pursuits.	
(b) (i) Without development consent	
<ul style="list-style-type: none">bushfire hazard reductionworks for the purpose of gardening and landscaping	
(b) (ii) Only with development consent	
<ul style="list-style-type: none">buildings for the purpose of gardening and landscapingchild care centresclubscommunity facilitiesdrainsflood mitigation worksmotelsrecreation areasrecreation facilitiesrestaurantsroads	<ul style="list-style-type: none">uses or buildings specifically permitted by an adopted plan of management for the land prepared pursuant to the <u>Local Government Act 1993</u> and which are under the care, control and management of the councilutility installationsutility undertakings
(b) (iii) Prohibited	
Any land use other than those included in items (b) (i) and (b) (ii).	

Zone No 2 (b) Residential (Low Density)	
(a) Objectives of the zone	
<ul style="list-style-type: none">(i) to reinforce the importance of natural landscape settings and areas with heritage conservation values, and(ii) to promote the established urban and landscape character of traditional residential subdivisions by limiting the range of permissible uses, and(iii) to allow a limited range of compatible non-residential uses.	
(b) (i) Without development consent	
<ul style="list-style-type: none">bed and breakfast establishmentsbushfire hazard reduction	<ul style="list-style-type: none">family day-care homeshome activities
(b) (ii) Only with development consent	
<ul style="list-style-type: none">buildings or other structures ordinarily associated with dwelling houseschanges of building use (as defined in the Act)child care centrescommunity facilitiesdemolition of buildings or other structuresdrainsdual occupanciesdwelling houseseducational establishmentsgeneral storeshealth care consulting rooms	<ul style="list-style-type: none">home businesseshospitalsinternal structural work in bed and breakfast establishmentsplaces of worshiprecreation areasroadsutility installationsutility undertakings
(b) (iii) Prohibited	
Any land use other than those included in items (b) (i) and (b) (ii).	

3.1 EXISTING ZONING

The subject land is currently zoned **6(c) Private Recreation** pursuant to Penrith Urban Lands Local Environmental Plan 1998. This zone provides a limited suite of permissible land uses, however importantly does allow for more intensive forms of urban development inclusive of child care centres, restaurants, clubs and motels. Importantly, there is currently no building envelope or FSR controls for such development as part of this zone.

3.2 ZONING OF ADJACENT URBAN LAND

Adjacent urban lands are zoned **2(b) – Residential (Low Density)**. This zone also provides a suite of permissible land uses, including residential development inclusive of dwelling houses and dual occupancies. It also allows for more intensive forms of development inclusive of educational establishments, places of worship and hospitals.

An extract of the relevant land use tables to these zones is provided at Table 1.

3.3 SENIORS LIVING SEPP 2004

The site forms part of a golf course and accommodates a club house that is an existing registered club pursuant to the *Registered Clubs Act 1976*. Accordingly, State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 applies to the subject lands as a consequence of the operation of clause 4(1)(b) of that planning instrument.

Section 2 of this report demonstrates that the site adjoins land zone for urban purposes therefore pursuant to Clause 4(5)(b) of the SEPP, the subject site can be treated as land zoned primarily for urban purposes. The significance of this is that the SEPP operates in a manner that allows the site to be developed for self-contained seniors housing.

However Clause 4(6)(a) in tandem with Schedule 1 of that planning instrument provides circumstances where the policy does not apply. Importantly, lands listed at the schedule must be identified as such in another environmental planning instrument.

An assessment against this schedule is provided at Table 2 and demonstrates that the schedule 1 lands are not relevant in this instance.

The SEPP also provides other criteria inclusive of requirements for access to transport, retail and community services.

The site analysis undertaken at Section 2 of this report reveals that the subject lands satisfy all identified criteria.

It is therefore considered that under the existing statutory planning framework the site could legitimately accommodate Seniors Housing Development pursuant to this SEPP.

TABLE 2: SENIORS LIVING SEPP - SCHEDULE 1 ASSESSMENT

Environmentally Sensitive lands**Relevant Comment****(a) Coastal protection****X**

Not relevant (see section 2)

(b) Conservation (but not land identified as a heritage conservation area in another environmental planning instrument)**X**

Relevant zone does not reference 'conservation'

(c) critical habitat,**X**

Not relevant (see section 2)

(d) environment protection,**X**

Relevant zone does not reference 'environmental protection'

(e) open space**X**

Relevant zone does not reference 'open space'

(f) escarpment**X**

Not relevant (see section 2)

(g) floodway**X**

Not relevant (see section 2)

(h) high flooding hazard,**X**

Not relevant (see section 2)

(i) natural hazard,**X**

Land is not identified as 'natural hazard' in an other environmental planning instrument

(j) (Repealed)**X**

NA

Environmentally Sensitive lands

Relevant Comment

(k) scenic (but not land that is so identified if:

(i) The land is within a residential zone in which development two storeys or more in height is permitted, or

(ii) an adjacent residential zone, also identified as scenic, permits development of two storeys or more in height),

(l) water catchment,

(m) natural wetland.

Land shown cross-hatched on the bush fire evacuation risk map.

X

NA

X

Not relevant (see Section 2)

X

Not relevant (see section 2)

X

Not relevant (see section 2)

X

Not relevant (see section 2)

4.0 STRATEGIC PLANNING CONTEXT

- Metropolitan Strategy
- North West Subregional Strategy
- Ageing population + limited housing choice
- Penrith Urban Strategy
- Penrith Integrated Transport Land Use Strategy
- Penrith Draft LEP – Stage 2

4.1 METROPOLITAN STRATEGY

In late 2005, the NSW State Government released its metropolitan strategy called *City of Cities: A Plan for Sydney's Future*. The strategy is a detailed planning framework that seeks to deliver strong and sustainable growth for Sydney over the next 25 years.

One of the key elements of the strategy was to identify key regional cities within the metropolitan area to be the focus of that growth over the next 25 years.

Penrith was identified as one of only the five regional cities identified under that element of the strategy. The others, being Liverpool, Parramatta, Sydney and North Sydney CBD.

The Metropolitan Strategy also provides targets for dwelling growth across the metropolitan region. In this regard the strategy locates Penrith in a sub-region with Blacktown, Baulkham Hills, Blue Mountains and Hawkesbury Councils.

It then identifies a target of 77,000 new dwellings to be provided within the fabric of existing urban areas with additional targets for green field dwellings. With limited potential for delivery of new housing in the existing areas of Hawkesbury and Blue Mountains there is clearly an expectation for significant new housing opportunities within the Penrith urban area.

Key actions to emerge from the Metropolitan Strategy that are relevant to the subject lands are provided opposite.

C1 ENSURE ADEQUATE SUPPLY OF LAND AND SITES FOR RESIDENTIAL DEVELOPMENT

c1.3 plan for increased housing capacity targets in existing areas

C2 PLAN FOR A HOUSING MIX NEAR JOBS, TRANSPORT AND SERVICES

c2.1 focus residential development around centres, town centres, villages and neighbourhood centres.

c2.2 provide self-care housing for seniors and people with a disability

c2.3 provide a mix of housing

C3 RENEW LOCAL CENTRES

c3.1 Renew local centres to improve economic viability and amenity

C4 IMPROVE HOUSING AFFORDABILITY

c4.1 Improve the affordability of housing

C5 IMPROVE THE QUALITY OF NEW DEVELOPMENT AND URBAN RENEWAL

c5.1 Improve the design of new development and urban renewal.

Figure 7 North West Sub-region



4.2 NORTH WEST SUB-REGIONAL PLANNING

Subregional planning is an intermediate step in translating the Metropolitan Strategy. The draft Subregional Strategies act as a broad framework for the long term development of the area, guiding government investment and linking local and state planning issues. They also provide the detail required to guide the preparation of Principal Local Environment Plans (LEP's), which is the key legislation that links local councils and State Government in land use planning for each local government area (LGA).

Penrith LGA is included as part of the North Western Sydney subregion. Key actions arising out of the strategy, together with commentary provided in the strategy that is relevant to the subject lands is provided below:

TABLE 9 LOCAL GOVERNMENT AREA 2031 HOUSING TARGETS

LOCAL GOVERNMENT AREA	ADDITIONAL DWELLINGS TO 2031
BAULKHAM HILLS	21,500
BLACKTOWN	21,500
BLUE MOUNTAINS	7,000
HAWKESBURY	5,000
PENRITH	25,000
NORTH WEST GROWTH CENTRE	60,000
TOTAL	140,000

C1.3.1 North West councils to plan for sufficient zoned land to accommodate their local government area housing target in their Principal LEPs.

In preparing Principal LEPs, North West councils will need to demonstrate that they have sufficient zoned capacity to meet the majority of their dwelling target and show regard to achieving the longer term 2031 housing needs of the subregion.

The Penrith LGA is required to deliver an additional 25,000 dwellings.

c2.1.3 North West councils to ensure location of new dwellings improves the sub-region's performance against the target for State Plan Priority E5.

The State Plan sets a target to increase the proportion of people living within 30 minutes by public transport of a Strategic Centre, as part of Priority E5 'Jobs Closer to Home'. The North West Subregion currently performs well below the Sydney average on this target with 59 per cent of the North West's population living within 30 minutes by public transport of a Strategic Centre compared to 80 per cent for the Sydney Region overall.

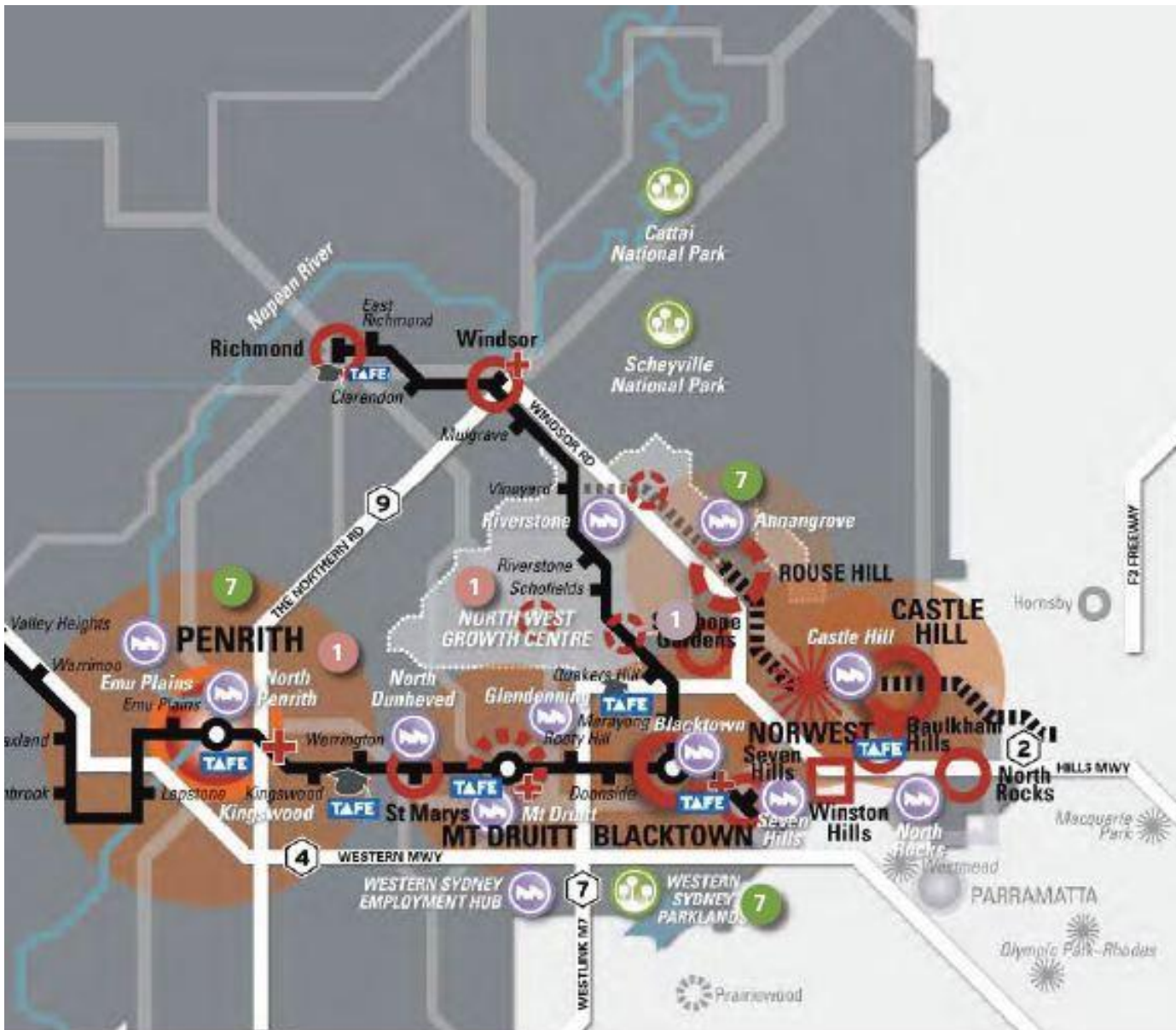
To improve performance on this State Plan target, North West councils should ensure that at least 80 per cent of new dwellings are located within 30 minutes by public transport of a Strategic Centre.

c2.2.1 Department of Planning to consider provisions for housing for seniors and people with a disability in the Standard Instrument which will then be reflected in each Principal LEP as made.

An ageing population requires a change in housing and service demands and must be included in local planning. Across the North West Subregion there is expected to be significant growth in the proportion of residents 65 years and older by 2031.

Housing for seniors and people with a disability should be provided for in areas which are accessible to key public transport nodes and local services.

Figure 8: Sub-region Structure Plan



c2.3.2 North West councils to provide an appropriate range of residential zonings to cater for changing housing needs.

Councils will be encouraged to use a mix of residential zones established in the Standard LEP to ensure the provision of an appropriate mix of housing forms within their Principal LEPs to meet changing housing needs within the North West Subregion.

c3.1.1 North West councils to identify opportunities to renew local centres and facilitate renewal through planning for increased housing densities and improved public amenity.

The North West Subregion typically has very low density urban development compared to many other areas of the Sydney Region with the vast majority of housing being single detached dwellings. This type of development, coupled with poor permeability of local street networks in many areas can reduce the viability of smaller local centres and promotes dependency on private vehicles.

Renewing existing local centres through development of higher density forms of housing within a walkable catchment of retail and other services and facilities will improve their economic viability and will also increase viability of public transport. To increase amenity such renewal should be coupled with high quality streetscapes, public spaces and good pedestrian accessibility.

4.3 AGEING POPULATION + LIMITED HOUSING CHOICE

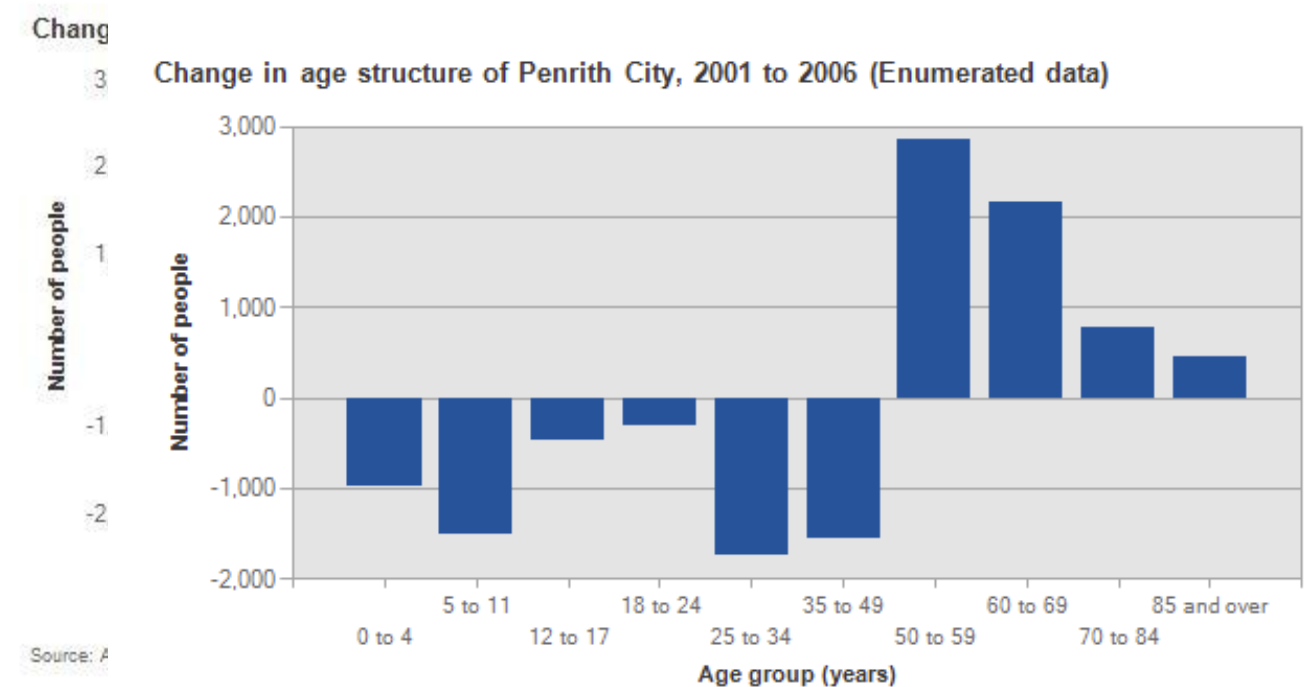
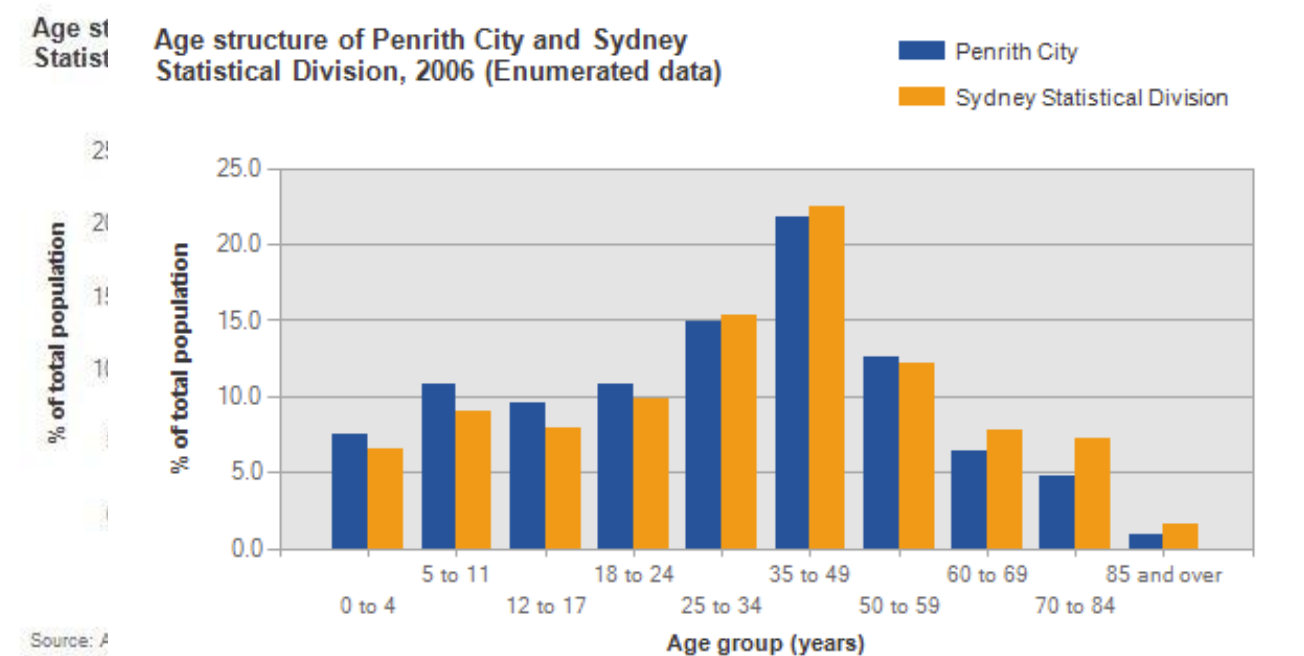
The *Penrith Urban Growth Management Strategy 2005* identifies demographic characteristics of the Penrith population which will influence the range of housing forms required to accommodate future growth and demographic change in the Penrith area.

The key and relevant items which emerge from the study are:

- Whilst Penrith has a population that is generally much younger than other parts of Sydney, between 1991-2001, the 45-54 age group recorded the highest largest increase by almost 10,000 people.
- As that cohort ages, over the next 20 years the older population of the area will increase significantly.
- Penrith's population is in fact ageing faster than Sydney as a whole which is a logical conclusion from the rapid growth that occurred from suburban development of the LGA in the 1970's.
- Lone person households (**inclusive of significant proportions of older people**) has the largest absolute increase (3,378) of all household types in Penrith between 1991-2001.
- The current trend towards lone person households is set to continue between 2001-2019 as there is expected to be a 67% increase in lone person households in that time.
- 85% of all existing housing stock is separate (non-detached) houses, which is much larger than the overall Sydney proportion (ie 63%).
- Occupiers of existing attached or multi housing (MUH) in the LGA are generally, younger (25-34 yrs) and **older** (65+ years).
- There is a need for more diverse housing opportunities to be provided to match the increasingly diverse demographic make up of the community.
- The market is currently not delivering that diverse product needed as they are focussing on large family homes 3-4+ bedrooms.
- There is potentially a need for 15,000 (or 60%) of all future dwelling demand to 2019 to be smaller attached product to house the high numbers of single or 2 person households that the local community is generating.
- The current planning practice of concentrating all denser forms of housing around the stations in the Penrith LGA is not working as it creates social polarisation.

Given the above demographic and housing considerations the strategy recommends that there is a need for denser and diverse housing forms to be provided in new urban release areas including fringe locations.

Table 3: LGA Population Age Profile



4.4 PENRITH URBAN STRATEGY

Penrith Council has started preparing an Urban Study and Urban Strategy which covers the residential areas (existing and proposed) and the neighbourhood centres in the City. The purpose of the Study and Strategy is to provide a strategic framework to manage future growth in the City's urban areas and to meet the housing needs of a changing and diverse community until 2031.

It will explore opportunities to provide greater housing choice, including more sustainable housing forms, affordable housing, accessible and adaptable housing, and will examine ways to make sure that the State Government will assist in providing the necessary infrastructure to support any areas identified for growth.

The Study and Strategy will respond to the policy directions of the Metropolitan Strategy and the North West Sydney Sub-regional Strategy.

The Urban Strategy will inform the comprehensive Citywide Local Environmental Plan (LEP) and accompanying Development Control Plan (DCP) being prepared for the City.

4.5 PENRITH INTEGRATED LAND USE AND TRANSPORT

The Penrith Integrated Transport and Land Use Strategy (PITLUS) was prepared between 2007-2008. It is a joint initiative of Penrith City Council and the NSW Department of Planning.

The broad reaching goals of the Strategy are provided opposite:

- **Increase public transport use per capita:**
 - Increase opportunity for people to travel by public transport to major destinations;
 - Increase public transport use by upgrading the viability of public transport as a convenient and safe alternate to the private car;
- **Decrease motorised private vehicle use per capita:**
 - Decrease the use of motorised private vehicles by providing more non-car based opportunities for travel;
 - Reduce Car Dependency;
 - Reduce Car Use;
- **Decrease the number and length of trips per capita including those on public transport:**
 - Reduce the need to travel;
 - Reduce the number and length of trips including those on public transport;
- **Improve access to jobs and other economic activities:**
 - Improve the freight network; and
 - Improve Road Network Efficiency.

4.6 PENRITH DRAFT LEP – STAGE 2

The State Government has introduced a requirement that requires every Council to have a single LEP that covers all land in the area in place by March 2011. Given the size of Penrith and the different areas within the city, Council decided to prepare the new plan in two stages.

The first stage of the LEP review has been completed and the second stage, which will encompass the subject site, is expected to be exhibited in 2013.

5.0 SUITABILITY OF SITE

SUITABILITY OF SITE FOR DEVELOPMENT OF SENIORS HOUSING

Suitability of the site for Seniors Housing type development is clearly a critical consideration prior to the issue of a Site Compatibility Certificate. This suitability is primarily determined from a joint analysis of natural and built environment consideration and within the context of key the strategic planning directions.

The strategic planning framework clearly calls for the provision of new and diverse housing opportunities in existing urban areas that enjoy good accessibility to public transport, community and local retail facilities. The analysis undertaken at Section 2 of this report reveals that the subject site possesses those qualities. It also reveals that urban conversion of the subject land could be readily absorbed into the existing urban environment as it would represent a simple and small extension of the existing urban footprint. This is perhaps best represented by the image provided at Figure 9 which shows how the subject site is enveloped by urban development on all sides three sides and enjoys access to key urban transport infrastructure and facilities inclusive of the Penrith CBD.

Council own urban growth manages strategies also clearly identify a need for significant new and diverse housing opportunities to cater for increasing demands of an increasingly ageing community. These strategies also identify the need to provide this housing in fringe locations across the LGA, as opposed to the more problematic outcome of concentrating all denser housing in town centre locations. The proposed development clearly achieves this identified strategic outcome.

Future development of the subject land will undoubtedly add further pressures to the local environment. However, such commentary is equally attributable to future urbanisation of any areas within the Sydney region. Therefore in the context of directions and actions identified in the Metropolitan and North West Sub-regional Strategies, this alone should not be a reason for not allowing the site to realise its future urban potential.

Accordingly, so long as natural and built environment constraints are recognised and responded to as part of future planning and development, a compelling case for development of the site for seniors housing exists.

Figure 9: Urban Context of Site



Subject site

6.0 CONCEPT PLANS

- Concept Plan
- Course Redesign
- Seniors Housing
- Access to site

6.1 CONCEPT PLAN

A simple concept plan has been prepared to engage with club members and Council and is described broadly in the following sections. This concept plan is represented at figure 10. Future detailed design will occur as part of site master planning.

6.2 COURSE REDESIGN

The redevelopment of the subject land will not require any redesign of course layout.

6.3 SENIORS HOUSING

The concept proposal seeks to provide for the development of 7 x 2-3 bedroom dwelling houses (2 storeys). Each dwelling will provide accessible bedroom bathroom and kitchens areas at ground the floor. The dwellings are all proposed to be self-contained housing units.

6.4 ACCESS TO SITE

The club currently has a large social club membership and currently welcomes visitors to both the golf course and the club. There is no intention as part of the proposed development of the site for the development to operate as a 'gated community'.

Figure 10: Concept Plan



7.0 PLANNING CHECKLIST

- Metropolitan Strategy
- North West Sub-region Strategy
- Penrith Integrated Land Use & Transport Strategy
- S117 Directions

7.1 METROPOLITAN STRATEGY STRATEGIES + ACTIONS

RELEVANT CONSISTENT COMMENT

STRATEGY 1: EMPLOYMENT & ECONOMY

- A1 PROVIDE SUITABLE COMMERCIAL SITES AND EMPLOYMENT LANDS IN STRATEGIC AREAS
- A2 INCREASE INNOVATION AND SKILLS DEVELOPMENT
- A3 IMPROVE OPPORTUNITIES AND ACCESS TO JOBS FOR DISADVANTAGED COMMUNITIES

X

X

X

STRATEGY 2: CENTRES & CORRIDORS

- B1 PROVIDE PLACES AND LOCATIONS FOR ALL TYPES OF ECONOMIC ACTIVITY AND EMPLOYMENT ACROSS THE SYDNEY REGION
- B2 INCREASE DENSITIES IN CENTRES WHILST IMPROVING LIVEABILITY
- B3 CLUSTER BUSINESS AND KNOWLEDGE- BASED ACTIVITIES IN STRATEGIC CENTRES
- B4 CONCENTRATE ACTIVITIES NEAR PUBLIC TRANSPORT
- B5 PROTECT AND STRENGTHEN THE PRIMARY ROLE OF ECONOMIC CORRIDORS
- B6 FOCUS DEVELOPMENT IN RENEWAL CORRIDORS TO MAXIMISE INFRASTRUCTURE USE WHERE DEMAND AND OPPORTUNITIES EXIST
- B7 RECOGNISE THE ROLE OF ENTERPRISE CORRIDORS AS LOCATIONS FOR LOCAL EMPLOYMENT

X

X

X

✓

✓

X

X

X

	RELEVANT	CONSISTENT	COMMENT
--	----------	------------	---------

STRATEGY 3: HOUSING

- C1 ENSURE ADEQUATE SUPPLY OF LAND AND SITES FOR RESIDENTIAL DEVELOPMENT
- C2 PLAN FOR A HOUSING MIX NEAR JOBS, TRANSPORT AND SERVICES
- C3 RENEW LOCAL CENTRES
- C4 IMPROVE HOUSING AFFORDABILITY
- C5 IMPROVE THE QUALITY OF NEW DEVELOPMENT AND URBAN RENEWAL

✓	✓	
✓	✓	
✓	✓	
✓	✓	
✓	✓	

STRATEGY 4: TRANSPORT

- D1 IMPROVE TRANSPORT BETWEEN SYDNEY'S CENTRES
- D2 IMPROVE THE EXISTING TRANSPORT SYSTEM
- D3 INFLUENCE TRAVEL CHOICES TO ENCOURAGE MORE SUSTAINABLE TRAVEL
- D4 IMPROVE TRANSPORT DECISION MAKING: PLANNING, EVALUATION AND FUNDING
- D5 ENSURE SUFFICIENT TRANSPORT CAPACITY IS AVAILABLE TO SERVE SYDNEY
- D6 IMPROVE EFFICIENCY OF ALL TYPES OF FREIGHT MOVEMENTS IN SYDNEY

X		
X		
✓	✓	
✓	✓	
✓	✓	
X		

	RELEVANT	CONSISTENT	COMMENT
• D7 CONNECT THE REGIONS AND ECONOMIC GATEWAYS WITHIN THE GREATER METROPOLITAN REGION	X		
• D8 MINIMISE THE ADVERSE IMPACTS FROM FREIGHT MOVEMENTS	X		

STRATEGY 5: ENVIRONMENT & RESOURCES

• E1 ESTABLISH TARGETS FOR SUSTAINABLE GROWTH	✓	✓	
• E2 PROTECT SYDNEY'S NATURAL ENVIRONMENT	✓	✓	
• E3 ACHIEVE SUSTAINABLE USE OF NATURAL RESOURCES	✓	✓	
• E4 PROTECT VALUABLE RURAL ACTIVITIES AND RESOURCE LANDS	X		

STRATEGY 6: PARKS & PUBLIC PLACES

• F1 INCREASE ACCESS TO QUALITY PARKS AND PUBLIC PLACES	✓	✓	
• F2 PROVIDE A DIVERSE MIX OF PARKS AND PUBLIC PLACES	✓	✓	
• F3 IMPROVE SYDNEY'S MAJOR SPORTING AND CULTURAL EVENT FACILITIES	✓	✓	

RELEVANT

CONSISTENT

COMMENT

STRATEGY 7: IMPLEMENTATION & GOVERNANCE

- G1 ALIGN SUBREGIONAL AND LOCAL PLANNING WITH STRATEGY AIMS
- G2 IMPROVE STATE INVOLVEMENT IN STRATEGIC PLACES AND PROJECTS
- G3 INFORM STATE INVESTMENT PRIORITIES
- G4 CONSIDER FUNDING, PRICING AND PROJECT DELIVERY
- G5 KEEP THE STRATEGY CURRENT
- G6 ENSURE STAKEHOLDER INVOLVEMENT

X

X

X

X

X

X

7.2 NORTH WEST SUB-REGION STRATEGIES + ACTIONS

STRATEGY 1: EMPLOYMENT & ECONOMY

RELEVANT CONSISTENT COMMENT

A1.1.1 The Department of Planning to provide councils with employment capacity targets for each local government area.

X

A1.1.2 North West councils to prepare Principal LEPs which provide sufficient zoned and serviced commercial and employment land to meet the employment capacity targets (Hawkesbury 2008, Penrith and Blacktown 2009, Baulkham Hills and Blue Mountains 2011).

X

A1.4.1 The Department of Planning to complete a metropolitan and subregional review of Employment Lands, prior to considering any significant rezoning of Employment Land to non-employment uses.

X

A1.5.1 The Department of Planning to investigate measures to protect and enhance State Significant Employment Lands.

X

A1.5.2 Protect and enhance Employment Lands in the M7 Motorway Corridor.

X

A1.7.1 Establishment of an Employment Lands Development Program, in parallel with the Metropolitan Development Program and under a Sydney Land Supply Program, will allow supply and uptake of Employment Lands to be monitored in the North West.

X

A1.8.1 Councils to consider the feasibility of Business Parks for the North West.

X

A1.9.1 The Department of Planning and local councils to review planning controls in selecting locations for industrial areas to enable higher intensity employment uses, preferably in areas with good public transport access.

X

A1.9.2 Department of Planning to work with councils in identifying and implementing measures to manage interface issues between employment and residential land uses.

X

STRATEGY 2: CENTRES & CORRIDORS

B1.1.1 State agencies and councils to incorporate the established centres typology into their land use and infrastructure planning and councils' Principal LEPs.

X

B1.1.2 Baulkham Hills Council to carry out strategic investigations to determine an appropriate centre designation for the area around the proposed Burns Road Kellyville and Balmoral Road stations on the North West Rail Link.

X

B1.2.1 Councils to implement the strategic employment capacity targets and plan for sufficient commercial, retail, industrial and business park floor space within Principal LEPs.

X

B2.1.1 Councils to consider planning for housing growth in centres, particularly those well serviced by public transport.



B2.1.2 Penrith Council and State Government to work with the land owners to prepare a structure plan for the North Penrith Defence Lands to complement the existing city centre and the draft Penrith City Centre Plan.



B3.1.1 NSW Government and Penrith Council to implement the Cities Taskforce plans for Penrith, and consider the recommendations of the Centres Reinvigoration Report, when finalised.



B 3.2.1 The Department of Local Government, other state agencies and councils to consider establishing and/or further developing Business Improvement Districts or similar arrangements for Strategic Centres in the North West



B3.3.1 Penrith Council to work with the University of Western Sydney and the Department of Health to investigate opportunities to strengthen connections between the UW S Penrith campus, Nepean Hospital and Penrith Regional City.



B3.3.2 Councils to undertake strategic planning to ensure land use plans make the most of new infrastructure, in particular for locations around new stations along the North West Rail Link.



B3.3.3 NSW Government to implement existing investment commitments identified in the Cities Taskforce plans for Penrith.



B3.4.1 North West Councils to continue to support sufficient supply of commercial office sites in strategic centres, in line with employment targets, including through the use of the commercial core zoning in Principal LEPs where appropriate.



B4.1.1 Department of Planning to prepare centre design guidelines to assist councils in structure planning and resolving complex issues in centres.



B4.1.2 North West Councils to investigate appropriate locations for retail uses in centres, business development zones (supporting identified strategic centres) and Enterprise Corridors.



B4.1.3 The Department of Planning to prepare guidelines for the application of business development and enterprise corridor zones.



B5.2.1 Department of Planning to continue to work with councils and other state agencies to undertake strategic planning for the Western Sydney Employment Hub and Western Sydney Employment Lands Investigation Area.



B6.2.1 Blacktown and Baulkham Hills councils to carry out strategic planning to facilitate urban renewal along Old Windsor Road and Sunnyholt Road where appropriate.



B7.2.1 The Department of Planning and North West councils to consider the application of the enterprise corridor zoning for sections of arterial roads within the subregion, through their Principal LEPs.



B7.2.2 Councils to consider the guidelines for development along busy roads when planning for future housing near any road with an Annual Average Daily Traffic (AA DT) volume of more than 20,000 vehicles.



STRATEGY 3: HOUSING

c1.1.1 Relevant North West councils to work with the Department of Planning and other relevant State Government agencies and stakeholders to develop land release sites on the Metropolitan Development Program.	X	
c1.1.2 The Growth Centres Commission to plan for and provide infrastructure to support the development of the North West Growth Centre	X	
c1.1.3 Hawkesbury Council to prepare a strategic residential land use study to consider opportunities for further growth around local centres to the north of the Hawkesbury River, cognisant of flooding and flood evacuation issues.	X	
c1.3.1 North West councils to plan for sufficient zoned land to accommodate their local government area housing target in their Principal LEPs.	✓	✓
c1.3.2 Department of Planning and North West councils to review the 2031 dwelling targets within the next five years.	X	
c1.4.1 Department of Planning to provide councils with information on residential capacity to assist in preparation of Principal LEPs.	X	
c2.1.1 Baulkham Hills and Blacktown Councils to investigate opportunities for additional housing growth within Castle Hill and Blacktown Major Centres, through structure planning and other means, having regard for their respective employment roles.	X	
c2.1.2 Councils to provide in their LEPs zoned capacity for a significant majority of new dwellings to be located in strategic and local centres.	✓	✓
c2.1.3 North West councils to ensure location of new dwellings improves the subregion's performance against the target for State Plan Priority E5.	✓	✓
c2.2.1 Department of Planning to consider provisions for housing for seniors and people with a disability in the Standard Instrument which will then be reflected in each Principal LEP as made.	X	
c2.3.1 The Department of Planning to provide the subregional METRIX planning tool to assist councils in undertaking local housing market analysis.	X	
c2.3.2 North West councils to provide an appropriate range of residential zonings to cater for changing housing needs.	✓	✓
c3.1.1 North West councils to identify opportunities to renew local centres and facilitate renewal through planning for increased housing densities and improved public amenity.	✓	✓
c3.1.2 Department of Planning to prepare Centre Design Guidelines to encourage improvement and appropriate renewal of local centres and exchange of practices between councils.	X	

c4.1.1 NSW Government to develop options for improving housing affordability, with a focus on affordable housing for particular groups in the community.	X
c4.1.2 Department of Housing and Department of Planning to identify how possible affordable housing initiatives can be applied to the North West Subregion.	X
c4.2.1 Local councils to consult with the Department of Housing regarding the redevelopment and renewal of Department of Housing assets, prior to the preparation of LEPs.	X
c5.1.1 The Growth Centres Commission to set a standard for design quality of new development through application of the Growth Centres Development Code and development of precinct Development Control Plans for the Growth Centres.	X
c5.1.2 Councils to reflect best practice established by the Growth Centres Commission in land release areas outside the North West Growth Centre.	X

STRATEGY 4: TRANSPORT

D1.1.1 The Ministry of Transport to coordinate the implementation of the proposed North West–CBD–South West Rail Link.	X
D1.1.2 Ministry of Transport in conjunction with Transport Infrastructure Development Corporation and RailCorp to; continue to plan the North West Rail Link including acquiring the corridor; plan for six new stations at Franklin Road (Cherrybrook), Castle Hill, Hills Centre, Norwest, Burns Rd (Kellyville) and Rouse Hill; and investigate options to extend the planned North West Rail Link beyond Rouse Hill possibly connecting to the Richmond Line and protect a corridor if appropriate. This would relieve pressure on the Richmond Branch Line (and therefore the Main Western Line), and extend the reach of the rail network into the North West Growth Centre.	X
D1.1.3 The Ministry of Transport, together with bus operators and local councils, to implement the network of Strategic Bus Corridors.	X
D1.1.4 The Roads and Traffic Authority, together with the Ministry of Transport and local councils to implement physical bus priority progressively to target a 25 km/h average bus speed on each of these corridors.	X
D1.1.5 Roads and Traffic Authority, together with the Public Transport Ticketing Corporation, to implement electronic bus priority.	X
D1.1.6 The Ministry of Transport, together with bus operators, to implement the new integrated bus service networks for the new contract regions.	X
D1.2.1 The Roads and Traffic Authority to continue to coordinate road upgrades in existing and growth areas, including bus priority measures to enhance bus services and walking and cycling access.	X
D1.2.2 Extend transport networks to support the North West Growth Centre.	X

D1.2.3 The NSW Government to investigate measures to deliver increased public transport capacity cost-effectively.	X
D1.3.1 The Ministry of Transport and the Roads and Traffic Authority to examine future corridor connections.	X
D2.1.1 The Transport Infrastructure Development Corporation and RailCorp to complete; planning and constructing the duplication of the Richmond Line between Quakers Hill and Riverstone by 2010, and to Vineyard by 2012 to increase capacity by providing additional services to the CBD and the North Shore during peak periods; and planned works to allow up to three new trains to provide 30 minute frequencies on the Cumberland Line benefiting rail commuters in Seven Hills and Blacktown.	X
D2.3.1 The Public Transport Ticketing Corporation, together with the Ministry of Transport to introduce integrated ticketing.	X
D2.3.2 The Ministry of Transport, State Transit Authority and Railcorp to continue to improve the transport information system known as the 131 500 Transport Infoline, and investigate opportunities for real time information.	X
D2.3.3 State and local government to improve existing interchanges and bus stops.	X
D2.3.4 The Ministry of Transport, together with bus operators, to complete the replacement of the ageing private operator bus fleet and provide additional buses to cater for new growth and to meet physical accessibility targets.	X
D2.4.1 The Roads and Traffic Authority to continue to manage traffic on Sydney's major road network, including the M4 and M2 Motorways and Windsor Road.	X
D2.4.2 State Government and local government to develop and implement coordinated packages of road safety, traffic, intersection, land capacity, local amenity and car parking, maintenance, and public transport service improvements for major corridors such as Richmond to Parramatta and Rouse Hill to Macquarie Park.	X
D3.1.1 The Roads and Traffic Authority, in cooperation with the local government, to continue to upgrade walking and cycling facilities, including cycleway development in Blacktown, Castle Hill and Colo.	X
D3.1.2 The NSW Government and local government to work together to align local walking and cycling networks with public transport routes to improve accessibility to public transport.	X
D3.2.1 Local government to implement the Metropolitan Parking Policy and ensure planning instruments are consistent with the policy.	X
D3.2.2 The Ministry of Transport and RailCorp to expand and improve commuter car parking facilities in areas including Blacktown, Seven Hills and St Marys by 2011.	X
D3.3.1 The Ministry of Transport, in partnership with local government and the community, to implement TravelSmart programs to support the North West Transitway when the integrated network plans for the bus contract regions are implemented.	X

D3.3.2 The NSW Government, in partnership with local government and the community, to develop TravelSmart Households programs to target households in new growth areas, especially the North West Growth Centre following the opening of the planned North West Rail Link. X

D3.3.3 State Government, in partnership with local government and the community, to build on the current TravelSmart schools program. X

D6.1.1 NSW Government to develop freight strategies for domestic inter modal freight, the movement of construction materials and movement of bulk fuel. X

D7.1.1 The NSW Government to continue to participate with the Commonwealth Government in the development of an Auslink Sydney Urban Corridor Strategy X

D8.1.1 The NSW Government to work in partnership with the freight industry to ensure the protection of corridors and other land required for possible freight lines or roads to intermodal terminals. X

D8.1.2 The Government, together with the Australian Rail Track Corporation, to provide improved dedicated rail freight infrastructure, where feasible. X

STRATEGY 5: ENVIRONMENT HERITAGE + RESOURCES

e2.1.1 The Department of Planning and the Department of Environment and Climate Change to prepare a Section 117 Direction and supporting material on how stormwater is to be considered in the development of Draft LEPs and associated planning controls such as Development Control Plans. X

e2.1.2 Sydney Metropolitan and Hawkesbury– Nepean Catchment Management Authorities to work with agencies and North West councils to ensure that the aims and objectives of Catchment Action Plans are considered in the future management and planning of local council areas. X

e2.1.3 Sydney Metropolitan and Hawkesbury– Nepean Catchment Management Authorities work with State agencies and North West councils to coordinate a regional approach to riverine values and wetlands, including identifying priority areas for management. Planning studies for any major redevelopment sites will include stream mapping to protect and enhance riparian corridors X

e2.1.4 Councils to seek advice from the Department of Primary Industries on the use of waterway zonings of the Standard LEP Instrument and other provisions to maintain and improve the health of both large and small waterways. X

e2.1.5 North West councils to continue to promote water sensitive urban design... X

e2.1.6 Department of Planning, with appropriate input from natural resource agencies, to prepare Section 117 Directions on how stream mapping is to be considered in protecting regionally significant riparian corridors, as well as broader natural resource issues, in the development of draft LEPs. X

e2.1.7 Sydney Metropolitan and Hawkesbury–Nepean Catchment Management Authorities, with the assistance of councils, to undertake stream mapping to enable councils to develop planning controls to protect regionally significant riparian corridors. X

e2.1.8 Councils to refer to the Sydney Coastal Councils Groundwater Management Handbook when undertaking groundwater resource management. X

e2.2.1 NSW Government and councils to consider regional biodiversity matters to inform Principal LEPs.

X

e2.2.2 Councils to seek advice from the Department of Environment and Climate Change on relevant information and mapping relating to biodiversity.

X

e2.4.1 Councils to consider a review and assessment of Aboriginal cultural heritage values when preparing Principal LEPs.

X

e2.4.2 The Department of Planning and Department of Environment and Climate Change to provide councils with guidance on the level and type of Aboriginal cultural heritage assessment and consultation.

X

e2.5.1 Councils to identify and consider major noise sources.

X

e3.4.1 Department of Environment and Climate Change to regularly update the Waste Avoidance and Resource Recovery Strategy to increase efforts in resource recovery and recycling.

X

e3.4.2 Councils should ensure that development does not encroach on waste management facilities and that land use conflicts are minimised through appropriate planning controls.

X

e3.5.1 Councils to work with the Department of Planning, Tourism NSW and the Department of Environment and Climate Change to manage the impacts of tourism on the natural environment.

X

e3.5.2 The NSW Government and North West councils to protect regionally significant open space, bushland and foreshore reserves to be protected and managed to ensure continued contribution to the recreational and scenic amenity of the subregion

✓

✓

E3.6.1 The Department of Planning with the Department of Lands to establish site selection criteria for new cemeteries in the Sydney Region to be used in assessment of opportunities for identifying future sites in strategic planning.

X

e4.1.1 Councils to work with the NSW Department of Primary Industries to identify significant rural and resource lands in preparation of Principal LEPs.

X

e4.1.2 Councils to work with the Department of Planning and Department of Primary Industries to identify mechanisms to achieve protection of significant rural resource lands through Principal LEPs and associated planning controls

X

e4.1.3 Department of Planning to establish a rural resource lands working party to identify a Metropolitan wide approach to the ongoing protection and management of rural resource lands.

X

e4.3.1 Department of Planning, with input from Department of Primary Industries to review Sydney Regional Environmental Plan 9 and incorporate into SEPP (Mining, Petroleum Production and Extractive Industries).

X

e5.1.1 Councils to consider the latest available information when planning for natural hazards including climate change in their Principal LEPs.

X

e5.3.1 Councils are to plan for land affected by flooding in accordance with the Government's Flood Prone Land Policy	X
e5.3.2 Councils to develop bushfire hazard maps and Bush Fire Risk Management Plans to inform the development of their draft LEPs in accordance with Section 117 Direction 4.4 Planning for Bushfire Protection.	X
e5.3.3 Councils to continue to implement the Western Sydney Salinity Code of Practice.	X
e6.1.1 The NSW Government to work with other jurisdictions for the purpose of developing standard criteria and threshold values.	X
e6.1.2 Councils to review and/or update heritage studies as part of preparing their Principal LEPs.	X
e6.1.3 The Heritage Council to continue to develop the State Heritage Register.	X
e6.2.1 The Department of Planning in consultation with local councils to develop an approach to manage conservation areas while achieving growth targets.	X
e6.2.2 Councils to refer to NSW Government's Design in Context: Guidelines for Infill Development in the Historic Environment (2005) in preparation of development control plans.	X
e6.2.3 The Heritage Office, in partnership with the Royal Australian Institute of Architects, to deliver training to local councils on managing development in existing historic environments to provide high quality outcomes that connect new development with local character.	X
e6.2.4 The Heritage Council to develop guidance on the adaptive reuse of heritage items to provide for high quality urban renewal.	X
e6.3.1 The Heritage Office to work with local councils to identify areas in the North West Subregion to promote and provide access to heritage places, contribute to local economies and assist in sustaining heritage places.	X
e6.3.2 The Heritage Office to work with local councils to develop integrated heritage tourism strategies.	X
e6.3.3 The Heritage Office in partnership with Tourism NSW to assist councils to identify cultural heritage opportunities.	X
e6.3.4 Heritage Office to provide input into preparation of Centre Design Guidelines.	X

STRATEGY 6: PARKS PUBLIC PLACES + CULTURE

- f1.1.1 The Department of Planning to establish the Western Sydney Parklands Trust in accordance with the Western Sydney Parklands Act 2006.
- f1.1.2 The Growth Centres Commission to continue to plan for regional open space within the North West Growth Centre consistent with the Growth Centres Development Code (2006)
- f1.2.1 The NSW Government's Metropolitan Greenspace Program to further investigate opportunities to improve the quality and accessibility of existing regional open space.
- f1.3.1 Councils to work in partnership with, Department of Environment and Climate Change, Department of Planning and Roads and Traffic Authority to explore opportunities to improve access to waterways and links between bushland, parks and centres.
- f1.3.2 Councils and the Growth Centres Commission to explore opportunities to extend open space links and associated walking trail opportunities in Western Sydney
- f2.1.1 Councils to maintain or enhance the provision of local open space particularly in centres and along transport corridors where urban and residential growth is being located.
- f2.1.2 Councils to consider an open space embellishment program that improves facilities to encourage use.
- f2.1.3 Councils to consider mechanisms to increase the capacity of local sports fields to a district level.
- f2.1.4 NSW Government and local councils to develop links between smaller reserves to create diversity and broader user experience.
- f2.1.5 Local councils to consider modifying under utilised open space for informal activities such as skating, basketball, netball and the establishment of cafes.
- f2.2.1 NSW Government and council to work together to develop new facilities in the northern precincts of Western Sydney Parklands.
- f2.2.2 Councils to develop precinct plans for new park improvements along South and Ropes Creek, including through the NSW Government's Metropolitan Greenspace Program.
- f2.3.1 Councils to consider the need for civic space in planning for future growth of centres.
- f2.3.2 The Growth Centres Commission to continue to plan for civic space within centres in the North West Growth Centre consistent with the Growth Centres Development Code (2006).
- f3.1.1 North West councils to investigate the provision of additional multipurpose indoor and outdoor sports facilities to meet the needs of the current and future populations of the subregion.
- f4.1.1 Local councils to consider preparing Cultural Plans for their local government areas in line with the Cultural Planning Guidelines for Local Government.

X

X

X

X

X

X

X

X

✓

✓

X

X

X

X

X

X

X

f4.1.3 State Government and North West councils to investigate opportunities for provision of low-cost artist studios and facilities to assist in regeneration of centres.	X
f4.1.4 Councils to communicate information to the public for sustainable transport to cultural celebration and include integrated event ticketing to cultural festivals in the North West.	X
f4.2.1 In planning for strategic centres, councils should recognise and enhance the existing nightlife and entertainment clusters.	X
f4.2.2 Councils to consider opportunities to encourage development of entertainment and nightlife clusters in planning for Strategic Centres and larger local centres	X
f4.3.1 Tourism NSW to continue with the development of tourism precinct initiatives that facilitate partnerships with relevant organisations to develop tourism product across the Greater Metropolitan Region.	X
f4.3.2 Tourism NSW to work with the local councils and other agencies to ensure an integrated approach to planning and communication for tourism.	X
	X

STRATEGY 7: IMPLEMENTATION + GOVERNANCE

7.3 PENRITH INTEGRATED LANDUSE + TRANSPORT STRATEGY

RELEVANT CONSISTENT COMMENT

STRATEGY 1: LAND USE PLANNING

LUP1: Council should adopt the following principle to avoid poorly integrated developments:

Development outside the existing urban area should be generally avoided, except where new urban development areas meet the NSW government principles for integrating land use and transport including:

- that the location, density, design and development (including staging) of new residential areas maximise access to public transport to promote more viable public transport and reduce car dependence;
- target minimum density of 15 dwellings per hectare for new residential release areas. This will slow the consumption of land and ensure there are enough people to support viable and effective public transport services;
- every household should be within 800 m total walking distance of an existing or programmed metropolitan rail station (or equivalent mass transit node) served at least every 15 minutes, or within 400m walking distance of a bus route (accessing such a node) served at least every 30 minutes; and
- new residential development should accommodate the highest feasible density, in terms of land capability and market, and either form on its own, or as part of larger area, a public transport catchment with the potential to serve 6000 residents.

Future increases in population and employment should be facilitated by increasing the density of the existing urban area. This will, in turn, ensure a more efficient and accessible transport system.

LUP2: Prepare a detailed Public Transport Accessibility Levels Analysis (PTAL) and mapping to provide a basis for future land use planning and parking policy.

LUP3: Plan for increased residential densities throughout the existing urban area where compatible within the urban fabric and amenity.

LUP4: Inclusion of policies in the DCP/LEP to deliver the integration of appropriate land uses and transportation and to reduce the need to travel by car, including:

- Encouraging mixed use developments where appropriate;
- Facilitating walking/cycling in all developments;
- Utilising Mixed Use zones where suitable;
- Encouraging higher density development (including residential development where appropriate) around key public transport & activity nodes;
- Establishing transit oriented developments (TODs) around high frequency transit services (these areas



	RELEVANT	CONSISTENT	COMMENT
--	----------	------------	---------

should be higher in density.

LUP5: Carry out research into the appropriate standards and levels of provision of cycle facilities at different land uses, then adopt standards for the provision of cycle parking and end of trip facilities at for all new developments within the LGA.

X

LUP6: Provide increased public transport and active transport links to existing neighbourhood shopping facilities within residential areas. Identify locations for the addition of neighbourhood shopping facilities.

✓

✓

LUP7: Require new developments over a specified threshold to be accompanied by a transport assessment

✓

✓

LUP8: Require developers to make appropriate provision for access by a range of transport modes and where appropriate by way of planning conditions, make infrastructure contributions to a more sustainable transport system

✓

✓

LUP9 : Set a planning policy context to ensure accessibility to the built environment for people with disabilities

X

LUP10: Undertake a detailed analysis of land within the 800m rail catchment of Penrith station to determine the under-utilised development potential and where appropriate consider zoning land within the catchment to a zone that permits high density and mixed uses.

X

LUP11: Council's Residential Strategy Review should incorporate a detailed analysis of land within the 800m rail catchment of all other rail stations within the LGA to determine the under-utilised development potential and where appropriate consider zoning land within the catchment to catchment to a zone that permits high density and mixed uses

X

LUP12: Council's Residential Strategy Review should incorporate a detailed analysis of land adjoining Strategic Bus corridors for the potential to develop higher density development and in particular the suitability of areas for a zone that permits mixed uses or medium and high density residential development.

✓

✓

8.0 CONCLUSION

CONCLUSION

Leonay Golf Club have identified an opportunity to provide seniors housing within the course layout.

As an initial stage of this process a Site Compatibility Certificate is required to be issued by the Department of Planning and Infrastructure . Urban land capability is clearly a critical consideration in that process and is determined from joint analysis of natural and built environment considerations within the context of key strategic planning directions.

The strategic planning framework clearly calls for the provision of new and diverse housing opportunities in existing urban areas that enjoy good accessibility to public transport, community and retail facilities. The analysis undertaken as part of this report reveals that the subject lands possess these qualities. It also reveals that urban conversion of the subject land could be readily absorbed into the existing urban environment as it would represent a simple and small extension of the existing urban footprint.

An assessment against key statutory and strategic considerations has also been undertaken as part of the report and reveals that the development concept causes no inconsistency with either *SEPP 2004 Seniors Living* or the suite of metropolitan and local strategic plans that have relevancy to the site and the development proposal.

The site possesses important vegetation, drainage and landscape values. The presence of these natural environmental features need not preclude urban development of the site however; do provide well-defined parameters that should determine the extent of an appropriate urban development footprint.

Future urban conversion of the local area will undoubtedly add further pressures to the local environment. However, such commentary is equally attributable to future urbanisation of any areas within the Western Sydney region and given the context of the Metropolitan and North West Sub-regional Strategies, this alone should not be a reason for not allowing the site to realise its future potential.

We would therefore maintain that there is a compelling case for the Department of Planning to issue a Site Compatibility Certificate.